

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.All business or news letters and telegraphic
despatches must be addressed New York
Herald.

Volume XXXVIII.....No. 92

AMUSEMENTS THIS AFTERNOON AND EVENING.

UNION SQUARE THEATRE. Union square, between
Broadway and Fourth st.—Lillian Russell.WALLACK'S THEATRE. Broadway and Thirtieth
street.—David Garrick.BOOTH'S THEATRE. Twenty-third street, corner Sixth
avenue.—Dandy O'Dowd.GRAND OPERA HOUSE. Twenty-third st. and Eighth
av.—Lucia Hall.GERMANIA THEATRE. Fourteenth street, near Third
av.—Marie.BOHEMIAN THEATRE. Bowery—JACK HARKAWAY—
Lovers in the Corner.THEATRE COMIQUE. No. 551 Broadway.—Drama,
Bourgeois and Olio. Matinee at 2 1/2.NEW FIFTH AVENUE THEATRE. 728 and 730 Broad-
way.—New Year's Eve.WOOD'S MUSEUM. Broadway, corner Thirtieth st.—
Maudie and Evening.ATHLETIC. No. 75 Broadway.—Grand Variety En-
tertainment. Matinee at 2 1/2.NIBLO'S GARDEN. Broadway, between Prince and
Houston streets.—The Scourge of the Fairies. Matinee.OLYMPIC THEATRE. Broadway, between Houston
and Bleeker streets.—Hurry Hurry. Matinee at 2 1/2.MR. F. E. CONWAY'S BROOKLYN THEATRE.—
Opera.BROOKLYN ACADEMY OF MUSIC. Montague st.—
Grand Concert.REYNARD'S OPERA HOUSE. Twenty-third st. corner
6th av.—Hugo Münsterberg, &c.TONY PARTON'S OPERA HOUSE. No. 30 Bowery.—
Variety Entertainment.STREINWAY HALL. Fourteenth street.—Matinee at 2—
Grand Concert.BARNUM'S GREAT SHOW.—Now open, Afternoon and
Night. Ring, 3d avenue and 6th street.LENN'S CIRCUS, MUSEUM AND MENAGERIE. Fourth
av. and 26th st. Afternoon and Evening.NEW YORK MUSEUM OF ANATOMY. 618 Broadway.—
Science and Art.

TRIPLE SHEET.

New York, Wednesday, April 2, 1873.

THE NEWS OF YESTERDAY.

To-Day's Contents of the
Herald."WRECK OF THE WHITE STAR STEAMER AT-
LANTIC! BETWEEN SEVEN AND EIGHT
HUNDRED LIVES LOST!"—EDITORIAL
LEADER.—SIXTH PAGE.THE STRAMSHIP ATLANTIC, WITH A THOU-
SAND SOULS ABOARD, GOES DOWN AT
SEA! OVER SEVEN HUNDRED PASSEN-
GERS PERISH! THE VESSEL, THROUGH
A FATAL ERROR, STEERED UPON
MEAGHER'S ROCK, TWENTY-TWO MILES
FROM HALIFAX! HORRIFYING DETAILS
OF THE SCENES OF TERROR!—SEVENTH
PAGE.CHARTER PROGRESS! THE APPOINTING POWER
GIVEN TO MAYOR HAVEMEYER! FOUR OF
THE PRESENT MUNICIPAL OFFICERS RE-
TAINED! GREEN SHELVED!—TENTH PAGE.REORGANIZING THE BULL'S HEAD BANK—
WHAT THE MAYOR HAD TO SAY ABOUT
THE CHARTER AND GREEN'S OVER-
THROW!—SEVENTH PAGE.SPANISH REINFORCEMENTS FOR CUBA! THE
PEOPLE ATTACK THE CHURCHES IN BAR-
CELONA! A CARLIST DEFEAT!—SEVENTH
PAGE.THE GOODRICH INQUEST! IMPORTANT POINTS
DIVULGED IN THE EVIDENCE! AMY
STONE'S SAD STORY! ROSCOE ON THE
STAND! OTHER LINKS TO BE SUPPLIED
IN THE CHAIN OF EVIDENCE!—THIRD
PAGE.FISHING IN THE SEA OF ERIE CORRUPTION! THE
LARGE AND SMALL FRY CAUGHT! THE
"BOSS" FISH SWALLOWS A MILLION
"JONAS" AND IS BROUGHT TO THE
SURFACE BY THE COMMITTEE OF IN-
QUIRY! "EXTRA LEGAL" AND "LEGISLA-
TIVE" NIBBLES! THAT DIVIDEND!—EIGHTH
PAGE.GREAT EXCITEMENT IN THE FRENCH ASSEM-
BLY! THE PRESIDING OFFICER MAY RE-
SIGN!—SEVENTH PAGE.THE RUSSIAN GRAND DUKE ALEXIS IN SHANG-
HAI, CHINA—GENERAL TELEGRAPHIC
NEWS!—SEVENTH PAGE.OPENING FOR THE PROSECUTION IN THE
NIXON TRIAL! TESTIMONY OF THOSE
WHO SAW THE KILLING OF MR. PHYFER!
THE STOKES JUDGMENT RECORD FILED
AND A WRIT OF CERTIORARI ISSUED!
OTHER LITIGATIONS!—FOURTH PAGE.AN IMMENSE DAY AT THE REAL ESTATE EX-
CHANGE! HEAVY SALES AND VERY HIGH
RATES!—FIFTH PAGE.FINANCIAL EXCITEMENTS! THE GOLD, STOCK
AND MONEY MARKETS IN A MOST CRIT-
ICAL CONDITION! THE FIRST TAKES A
TUMBLE, THE SECOND HAS A GRAND
RALLY AND THE LAST DEVELOPS SEVERE
STRINGENCY!—EIGHTH PAGE.ON "CHANGE! ONE PER CENT PER DIEM FOR
MONEY! GOLD AND GOVERNMENTS DE-
CLINE! AN EXCITING STRUGGLE IN THE
STOCK BOARD! THE "BULLS" TRI-
UMPHANT! TREASURY RUMORS!—FIFTH
PAGE.THE APRIL STATEMENT OF THE PUBLIC
DEBT! A REDUCTION OF \$1,000,000—
EIGHTH PAGE.

NOTICE TO THE PUBLIC.

Owing to the unprecedented quantity of
our advertisements advertisers seeking our
columns are requested to send in their ad-
vertisements early in the day. This course will
secure their proper classification and allow us
to make timely arrangements for our news.
Advertisements should be sent in before nine
P. M., either at this office, our only uptown
bureau, 1,265 Broadway, or at our Brooklyn
branch office, corner of Fulton and Boerum
streets. Let advertisers remember that the
earlier their advertisements are in the HERALD
office the better for themselves and for us.

"COUNTING THE CHICKENS," &c.—The city
of Nashville is a little exercised just now
about whether Commodore Vanderbilt's offer
of a half million shall inure to the benefit of
the present Nashville University or be allowed
to take a clear track on its own account, with
such conditions as may accompany it, and in
regard to which it appears the "Trustees of
the Central University of the Methodist Epis-
copal Church South" have a good deal to say.
Nashville should first be sure of the prize be-
fore she makes arrangements to dispose of it.

Wreck of the White Star Steamer
Atlantic—Between Seven and Eight
Hundred Lives Lost.

Another frightful disaster on the sea comes
with its roll of horrors to us. The steamer
Atlantic, of the White Star Line, is a total
wreck on Meagher's Rock, off Prospect, Nova
Scotia, with the appalling loss of more than
seven hundred lives. But meager details of
the wreck have reached us. She ran ashore at
two o'clock on the morning of yesterday, and,
out of over nine hundred and fifty passengers
and the usual crew, but two hundred and fifty
reached the steep rocks of the coast alive.
Among the saved, it is stated, there is not one
woman, not one child. All not brought ashore
have, undoubtedly, perished, as the ship
became a total loss. To look alone at this in
the naked numbers of the perished suggests
such a widefelt, heartrending sorrow, that the
mind recoils from its contemplation. The de-
tails of a battle, with its mighty death-
roll would not so touch the general soul as
this disaster, with its helpless women and
children, stifling their cries in the visible arms
of death. When we remember with what a
freight of faith and hope the emigrant steps
on board the ship; when the love that is left
behind and the love that so often lures on
are thought of, we can be certain that in
scarcely any similar number of men
and women can higher and more active
emotions be centred than in the human cargo
of an emigrant ship. When they awake in
the dead of night with the great ship break-
ing her giant frame upon the rocks it is on
the extremity of human agony that rushes in on
the heels of sleep, after a few frantic moments
to be followed by the pulseless sleep of death
amid the tumbling and the raving of the
waters. Then the sorrow lifts from the
broken ship and scatters over two continents,
where it seeks out and wrings the hearts of
those who were watching for the faces that
will not come, and those whose prayers, love
and wishes followed them from the home land
across the sea. Such in the awful matter of
human lives is the loss of the steamer At-
lantic, a name long to be sadly remem-
bered. It is little more than two months
since the ship Northcott was sunk off
Dungeness, England, by collision,
when four hundred and thirty human
beings perished. There the cause of the
fatality was plain, and the abandonment by
the Spanish steamer that ran the Australian
emigrant ship down has been condemned as
murder by a higher authority than the law
which failed to reach the offenders. With the
facts, so far as learned, of this latest addition
to the tragedies of the sea before us, we must
proceed to judge what or how much criminal-
ity attaches to those whose duty it was to pro-
tect the lives and properties lost.

The iron steamship Atlantic was a long,
narrow vessel, whose lines resembled a
pointed lead pencil. She was three thousand
seven hundred tons register, four hundred
and twenty feet long by forty feet beam. She
was not two years old, having reached New
York from her first trip on the 23d of
June, 1871, after a run of ten days
and a few hours. She possessed "all
the modern improvements," steam steering
gear, compound engines, &c.; but the most
valuable feature of all was the economy of fuel
by the use of steam at a low pressure after it
had been used at high pressure. With this
arrangement it was calculated that she could
be run at full speed on fifty-five tons of coal
per day. All that could make travelling easy
and sumptuous for saloon passengers
was done. "Safety, speed and com-
fort" was the constant phrase of the
owners, and the performances of the
line in rapid passages had raised
its vessels suddenly into favor. Ten days in
summer time, we are aware, is not an extra-
ordinary passage; but they made swifter trips,
and the advertisement seemed nothing but a
fair statement of fact. We are the more
willing to admit this as the sequel goes to
prove on what light chances lives and reputa-
tion are staked. The ill-fated Atlantic started
from Liverpool on her last voyage on the 20th
of last month. She put into Queenstown for
mails and passengers on the 21st, and then
proceeded on her transatlantic way. The
weather was boisterous, but she did not en-
counter any severe storm, and, considering the
time of the year, made remarkably good time.
After being at sea barely ten days it was
found that the supply of coal was almost ex-
hausted, and Captain Williams resolved to
put into Halifax for a supply. This was ap-
parently as coolly and calmly done as though
the failure of fuel after being ten days at sea
were a common occurrence. The rest of the
story is briefly told. At midnight the ship
was calculated to be some thirty-nine miles
from Cape Sable. At two o'clock, by mis-
taking the Prospect light for Sable
light, she ran on Meagher's Rock, struck
three or four times heavily, and
before scarce an effort could be made
to save the passengers she keeled over on her
beam ends and sank. Had there been deeper
water off the rock on which she struck it is
doubtful that a single soul would be left to
tell the tale. She sank so that, excepting her bow,
the hull was under water. Most of those who
perished had not left their berths below decks.
On the immediate cause of the disaster we
cannot yet pass judgment. The night was
dark, but not thick, and it is curious how,
in a vicinity well known as one of the most dan-

gerous and difficult on any sea, the Prospect
light could so easily be mistaken for the other.
The captain is saved, and, as he will have to
answer for this blunder before the proper
Court, we shall not examine it any further. The
main and unavoidable question for which
owners and agents as well as ship's officers
will have to answer is, How came it that after
a bare ten days at sea the supply of coal was
exhausted? There is no shirking this point,
for it is the plain fact above all others, and
independent of the last blunder in seamanship,
that the loss of these seven or eight
hundred lives is upon the head of those re-
sponsible for the shortness of the coal.

In England, just now, a member of Parlia-
ment, Mr. Plimsoll, is agitating to obtain a
law against the rapacity of shipowners in
sending rotten ships and overloaded ships to
sea, careless of the consequences in loss of
life, so the insurance is covered or the re-
duced cost pays for the property risk. He
has been crying out against the coal
trade and coasting trade in particular; but
scarcely could he have dreamed that from a
pretentious company of transatlantic steam-
ships he should so soon obtain such a fearful
example of this inhuman rapacity. Over one
thousand souls on board and barely eleven
days' coal in a season when storms are to be
expected and a three weeks' voyage is
among the easiest possibilities! This
speaks more than the weightiest invective
that Junius ever penned. We presume that
the provisions were calculated with a similar
meanness. Everything was on the scale of
the coal. Coal was dear in England; but if
it was worth its weight in gold a supply
for at least sixteen days should have been on
board. Was it the few shillings advance on
the price of English coal that sent this
steamer to sea so meagrely coaled? It will
be recalled here that economy of fuel was one
of the first boasts of the owners of the steamer.

The terrible irony of that boast will now ring
in the ears of thousands of bereaved
families. With the economy of fuel came
the economy of space for bunkers;
and another question here intrudes that must
be answered—Was the space that should
have been used for fuel turned into space
for more cargo and more passengers?
It is the more likely of the two proposi-
tions. The saving on the coal would have
been little; but if it could be saved and
at the same time the space represent fifty or
sixty extra passengers the double greed would
be satisfied. It is greed, greed, greed. A
contemptible avarice has murdered over seven
hundred human beings, for we scout as pre-
posterous the idea that the Captain sailed
in ignorance of the amount of coal
he had on board. Look where we will in this
black story, the fact that murder has been
done stares us in the face. The few dollars
that might have been gained will weigh but
lightly beside the shrieks of the passengers who
fell, benumbed, from the rigging into the
watery gulf below. It is a sickening, horri-
ble, revolting story of criminal rapacity—
negligence is out of the question. The final
question comes:—How many more of these
ships cross the Atlantic week after week simi-
larly freighted and similarly coaled?

Up to the present writing no record of the
saved or lost of the passengers has reached us.
There is, we fear, little reason to hope that the
loss will be lighter than at first stated. We
learn that among the passengers were
Mr. William H. Merritt and wife,
Miss Mary Merritt and Miss Annie
Szymmer, of Fifth avenue, New York.
Among the poor as well as the rich the fear-
ful tidings will spread their desolation. In
one family of sorrow all classes will be mingled
and levelled. No greater calamity on the ocean
for many years has appealed to men's
sympathies as this will appeal. May the
pitiful eye of the Almighty look down on the
bereaved and stricken! We appeal to the
justice of man for punishment on those
guilty of the crime that led to the catastrophe.

Railroads Public Highways According
to the Decision of the United States
Supreme Court.

The Supreme Court of the United States has
just delivered an important decision regarding
the status of railroads as public highways.
The case before the Court was an appeal from
the Supreme Court of the State of Wisconsin
and involved the question whether a State had
the right or not to levy taxes for the purpose
of aiding in the construction of railroads. The
opinion of the Court was that railroads are
public highways, no matter whether they are
built and operated by the State or by private
corporations. Being such, then, the decision
is that it is just as lawful to levy taxes for rail-
roads as for any other public work, and that
the collection of taxes for the purpose cannot
be resisted by authority of the constitution of
the United States, which provides that
private property shall not be taken
for public use without just compensa-
tion. The importance of this decision
reaches much further than the railroads and
State of Wisconsin. As public highways the
railroads are subject not only to State super-
vision, but to the supervision and control, as
far as public interests are involved, of the fed-
eral government. It is the application of this
principle that we have contended for when
urging Congress to legislate for the protection
of the public as against railroad monopoly
and exactions. Regarding the railroads as
public highways, it is within the power of
Congress to control them, and this power, if
it needed any additional support, can be
found in the constitution, which authorizes
the federal government to regulate commerce
among the several States, the railroad lines
being the arteries of commerce between the
States. The great issue of governmental

control over the railroads is looming up, and
this decision of the Supreme Court will tend
to infuse into it fresh vitality.

The End of the Charter Middle in
the Senate—A Virtual Triumph for
Mayor Havemeyer.

The protracted struggle in the Senate over
the appointing power in the New York city
charter, was brought to a close yesterday by
the adoption of a substitute for the twenty-
seventh section as reported by the Committee
on Cities, by which the Commissioner of
Public Works, the President of the Depart-
ment of Parks, the President of the Police
Board and the Corporation Counsel are con-
tinued in office, and the appointment of all
other heads of departments is given to the
Mayor, subject to confirmation by the Board
of Aldermen. An effort was made to include
the present Comptroller among the persons to
be retained, but it was unsuccessful. The
Senate decided that Mr. Green should go, and
public sentiment will applaud the decision.
With the exceptions named above the term
of office of all the present heads of depart-
ments is brought to a close. There is a gen-
eral belief that the Assembly will concur in
this proposition, and that in this shape the
charter will go to the Governor for his ap-
proval. As it is known that the plan of ap-
pointment finally adopted is the one most
acceptable to the Governor, and as the retention
of the four republican officers is a privi-
lege which the republican Legislature has a
perfect right to exercise, all apprehension of
an Executive veto is removed.

The result is virtually a triumph for Mayor
Havemeyer. He has been contending all
along for the dignity and self-respect of his
office, which he regarded as assailed by the
proposition to strip him of power, and he has
carried his point. He has frequently declared
that he did not value the municipal patronage
for itself, but because he believes that the
Mayor ought to be in fact the head of the ex-
ecutive branch of the government. He will
therefore care nothing about the retention of
the republican officials who are continued in
office, since in all vacancies the principle he
has advocated is recognized and the appoint-
ments are to be made in the manner he de-
sires. As it is, he will be called upon to fill
a large number of important positions, and
will no doubt be glad to be relieved of thus
much responsibility. It will devolve upon
him to select a Comptroller in place of Mr.
Green, besides Fire Commissioners, Police
Commissioners, Park Commissioners, Dock
Commissioners, Commissioners of Charities
and Correction and other officers, and as the
positions will all be vacant soon after the char-
ter becomes a law the duty must be promptly
performed. The appointments will have to
pass the ordeal of confirmation by the Board
of Aldermen; hence it will be readily seen that
the Mayor will have labor enough on his
hands without craving for more. He will
not be likely to object to the Senate proposi-
tion on mere personal grounds or to question
the right of the republicans to keep four of
their own party in place, if they are honest
and competent officers. If he should have
real cause of complaint against the persons
retained the charter gives him the power to
compass their removal. We believe, therefore,
that the charter, in the shape it has now taken,
will be acceptable to the Mayor; for while he
would probably have preferred to exercise the
absolute power of appointment and removal,
independent of the Board of Aldermen, he
cannot fail to regard the plan finally adopted
by the Senate as far better than any of the
propositions previously made.

We have advocated the concentration of
responsibility in the Mayor by giving him the
sole power of appointment and removal
instead of requiring the confirmation of the
Board of Aldermen, because there are many
points of difference between the city and State
governments, and partly because, as the Alder-
men have already evinced a disposition to
control the appointments in their own in-
terests, it is not unlikely that they may strive
to use the confirming power as a means of
forcing the nomination of some of their own
friends. But Mayor Havemeyer will be found
a difficult person to coerce into any nomina-
tion that he does not regard as fit to be made,
and probably we may safely trust to
public opinion to compel the confirmation of
such appointments as meet popular ap-
proval. At all events, the danger of a block
between the Mayor and the Aldermen is not so
great, now that the former concedes the
necessity of having capacity as well as reputed
honesty at the head of the Finance Depart-
ment and is prepared to name an acceptable
successor to Comptroller Green. We may
therefore regard the result arrived at in the
Senate after so much wrangling as in the
main a satisfactory settlement of the question
of appointment. It might have been better
had the sole appointing power been at once
bestowed upon the Mayor, but the Senate
proposition to make the appointments subject
to the confirmation of the Board of Aldermen
is at least preferable to the plan submitted by
the Senate Committee on Cities. The ques-
tion is, Will the amendments of the Senate be
concurred in by the Assembly without further
controversy and delay? Thus far the squab-
bling of the political factions has obstructed
the course of legislation, and already there are
rumors of an intention to promote a disagree-
ment between the two houses in the hope of
throwing the bill into the hands of a confer-
ence committee and forcing some objection-
able proposition on the Legislature at the last
moment through the committee's report. The
Assembly can defeat this scheme, if it really
has existence, by promptly concurring in the
Senate amendments and passing the charter
in its present shape. If they do not avail
themselves of the opportunity the people will
insist that the disgraceful proceedings shall
cease, and that the power of appointment
shall be given absolutely to the Mayor.

THE EXCITEMENT IN WALL STREET greatly
moderated yesterday, and the gold premium
became steadier in the vicinity of 117, although
a rumor prevailed at the close that the Sec-
retary of the Treasury intended issuing ten mil-
lion new greenbacks to help the money market.
If Judge Richardson intends any interference
of this kind he ought to use his gold to buy
bonds direct, instead of going through the
double and complicated transaction of selling
the gold for currency and buying bonds with
the currency. A little while ago the astute
rural legislators at Albany refused to abolish
the usury laws, which are already abolished
in twenty States of the Union; but to ridicule
the wisdom of their course in sticking for
these antique statutes money is lending daily
in Wall street for the most extravagantly
usurious rates. If the law is to be retained
why does not the District Attorney enforce it?

THE STREETS OF THE FOURTH AND SIXTH
WARDS are in a frightful condition just now.
This, but as the weather becomes warmer the
inconvenience of filthy streets is supplanted
by their danger to the public health. The
streets centring in the Five Points re-
semble lakes. Piled in front of each path-
way is a long sierra of snow, mud, vegetable
rubbish and animal matter in an advanced
stage of decomposition. As the snow melts
the soluble rottenness is carried down to the
central lakes, and under the warmth of the
day the stench is intolerable. If the unfor-

tunate denizens of Cherry street, Baxter or
Mulberry street have no rights that small-
pox or the Board of Health is bound to re-
spect other portions of the community ought
to have. In other portions of the city back
of the main lines of travel the same neglected
and pestilential condition prevails. The
Board of Health has no excuse for permitting
this dangerous state of things to continue.

The Erie Investigation—Curious De-
velopments and Practical Sugges-
tions.

Some curious facts were developed before
the Erie Investigating Committee yesterday.
Mr. Archer, the ex-Vice President of the road,
testified that the rolling stock and track are in
a very bad condition and that the present man-
agement is doing little or nothing to improve it.
In the first last year twenty-seven engines were
damaged more or less, and but few of these
have been repaired. He repeated the state-
ment that the dividend recently declared had
not been earned; that it had been taken out of
the new loan negotiated by Bischoffshelm
& Goldschmidt and had increased by so
much the indebtedness of the company; that
it had been paid at the instance of the English
firm and was a stock-jobbing operation;
and that, in his opinion, the money ought to
have been expended in putting the track and
rolling stock in proper order rather than in
paying an unearned dividend. Mr. Watson,
the President of the present Board, occa-
sioned a sensation by producing a book pur-
porting to have been discovered in the Erie
office, showing large disbursements to officers
of the road, to lobbyists and, in some in-
stances, to legislators, during the Fisk and
Gould management, as far back as 1868.
Some of the items were certainly of a sug-
gestive character, and the only wonder is why
so tell-tale an account should have been kept
at all, and how, if kept, it could have been
left behind by the parties interested in keep-
ing its contents a secret.

But while this little account book is of
singular interest, it should not be suffered to
divert the attention of the committee or of the
people from the really important business of
the investigation. The Fisk and Gould man-
agement is not now in existence. It was con-
demned by the public voice long since, and
has been removed from power. It does not
now hold in its hands the control of the
affairs of this abused and plundered corpora-
tion; it is not now running the road as a sort
of stock-jobbing place for foreign specula-
tors; it is not accused of paying fraudu-
lent dividends for the profit of Eng-
lish stockbrokers and of suffering
the track and the rolling stock, in which
the American people are interested, to go
to ruin to the inconvenience and danger of the
travelling public. It is not accused of bribing
the Legislature of last year, one branch of
which is still in official existence and subject
to the laws of the country. This Fisk and
Gould management was doubtless bad enough,
so far as financial plunder and legislative cor-
ruption are concerned, but it has paid the
penalty of its offences and the legislators it
purchased in 1868 cannot be reached.

We would, therefore, suggest to the commit-
tee that it should direct its attention to the
present management of Erie; to the discovery
whether the money paid to install the "reform-
ers" has been taken out of the treasury of
which they thus obtained possession,
either directly or indirectly; whether the
road is now run in the interest of
foreign stockjobbers and of a connecting bank-
rupt road; whether dividends are fraudulently
declared at the demand of foreign speculators;
whether the reform directors have bribed or
helped to bribe legislators now in office. In
order to aid the committee in this latter ob-
ject we desire again to inform them that at a
meeting of the Erie directors held on April 3,
1872, a resolution was adopted to pay seventy-
five thousand dollars to "lawyers and others"
for services rendered at Albany in securing
the repeal of the Classification act and in
aiding to install the present direction. To
what parties and on what accounts was this
large sum of money paid? We would further
suggest that the testimony of Mr. Diven should
insure the investigation of the New York Cen-
tral Railroad, and the immediate examination
of Messrs. Vanderbilt and Dutcher. Let us
have all the light we can obtain on the old
transactions of the defunct management and
of dead legislation; but if investigation for
the correction of existing evils and the pun-
ishment of live offenders is to be had, let it be
made thorough and not rendered a mere
farce. Let Messrs. Vanderbilt and Dutcher
take the stand.

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THE EXCITEMENT IN WALL STREET greatly
moderated yesterday, and the gold premium
became steadier in the vicinity of 117, although
a rumor prevailed at the close that the Sec-
retary of the Treasury intended issuing ten mil-
lion new greenbacks to help the money market.
If Judge Richardson intends any interference
of this kind he ought to use his gold to buy
bonds direct, instead of going through the
double and complicated transaction of selling
the gold for currency and buying bonds with
the currency. A little while ago the astute
rural legislators at Albany refused to abolish
the usury laws, which are already abolished
in twenty States of the Union; but to ridicule
the wisdom of their course in sticking for
these antique statutes money is lending daily
in Wall street for the most extravagantly
usurious rates. If the law is to be retained
why does not the District Attorney enforce it?

PRESIDENT GRANT IN THE CITY.
President Grant arrived at the Fifth Avenue
Hotel at about half-past eleven o'clock. He
had been detained two hours on his voyage by the
business of the roads. Accompanying him were
General Babcock, Miss Nellie and Mrs. Grant. On
arriving the President received some intimate
friends and sat down to supper. The entire party
were so tired that all speedily retired to bed. The
President occupies parlor No. 64 and suit of rooms
attached. It is not known how long he will re-
main in the city. He was not visible last night on
any kind of business.

PERSONAL INTELLIGENCE.

John G. Saxo is stopping at the Astor House.
Vice President Henry Wilson is in town at the
Astor House.
Amadeus has been made a Lieutenant General in
the Italian army.
General Babcock, of Washington, has arrived at
the Fifth Avenue Hotel.
Colonel C. H. McNally, of the United States Army,
is at the Sturtevant House.
Governor Jewell, of Connecticut, yesterday ar-
rived at the Fifth Avenue Hotel.
Major J. A. Webster, of the United States Army,
has quarters at the Hoffman House.
Lieutenant D. M. Scott, of the United States
Navy, is at the Grand Central Hotel.
Rear Admiral G. H. Scott, of the United States
Navy, is staying at the Grand Central Hotel.
United States Senator Henry Cooper, of Tennes-
see, yesterday arrived at the New York Hotel.
United States Senator William M. Stewart, of
Nevada, is registered at the Metropolitan Hotel.
Marshall Bazaine is to be tried in an inland town,
and Tours, Blois and Bourges have each asked to
be the chosen one.

Washington Webb, for twenty-three years agent
of Adams Express Company in New Haven, died on
the 26th ult., of typhoid pneumonia.
There are no tidings of Professor Lay, who made
a balloon ascension at San Francisco on Monday.
Fears are entertained for his safety.
Congressmen-elect and members of the last Con-
gress can exercise the franking privilege until
July 1. Look out for heavy mail in the interim.
The *Alta California* is of opinion that if Judas
had lived a thousand years he could not have
learned how to get a grab of Crédit Mobilier stock.
The widow of Gerard Hallowell (late editor of the
Journal of Commerce) died at the residence of H. P.
Belden (her son-in-law) at Sing Sing, yesterday
morning.
Dr. Dollinger, the Old Catholic leader in Ger-
many, has lately celebrated his seventy-fourth
birthday. He was congratulated in a letter from
the King of Bavaria.

In those Congressional districts where the back-
pay grab Congressmen are engaged in question
in future will not be, "is he honest?—is he
capable?" but, "How long is his arm?"
Judge Christianity, the democratic liberal repub-
lican candidate for Chief Justice of the Supreme
Court of Michigan, thinks the Detroit *Post* (adminis-
tration), will once more be elected without op-
position.

The late George A. Clark, thread manufacturer
of Paisley, who died in this country a few weeks
since, left \$100,000 to his native town to build a
Town Hall, and an equal sum to Glasgow Uni-
versity.

The "Vanderbilt University," according to the
Nashville *Union*, is to be the name of the Meth-
odist university soon to be organized in Tennessee
upon the fund of \$500,000 donated by Commodore
Vanderbilt, of this city.

The Empress Eugénie since the death of her hus-
band has only once taken a walk and twice gone
out in a carriage. Except in these cases she re-
mains to the little chapel where she receives her
visitors, and does not leave the house.

Sir John Lubbock believes that "La Belle Helène,"
of Troy, is maligned by popular tradition. His
present Eastern journeying and the study of
Homer have vivified his chivalrousness, and he is
now trying to convert the Royal Society of Anti-
quaries to his belief.

CHARLES FECHTER.

It is generally understood that Mr. Charles
Fechter, after building the magnificent theatre in
Fourteenth street, in which, it is said, he invested
his entire fortune, was suddenly dispossessed by
the agents of Mr. William Butler Duncan, the cap-
italist who added him to the enterprise. The
animosity between Mr. Fechter and Mr. Duncan was
of long standing, but the causes of the trouble
have never been explained. There is a rumor that
an action for damages, based upon an alleged
waste of the season through the slowness of Mr.
Duncan's workmen, and on the expulsion of Mr.
Fechter's company from the theatre, is contem-
plated. If this should prove true the whole story
will be revealed. The theatre was to have opened
months ago with Mr. Fechter's play of "Monte
Cristo," and there was a general desire to see the
distinguished actor in his great part in the me-
lo-drama. The public are still to have an oppor-
tunity of seeing it, as is apparent from the following
correspondence:—

MR. DAILY TO MR. FECHTER.
NEW YORK, March 28, 1873.
MY DEAR MR. FECHTER—I am told that the
difficulties which have prevented the opening
of your new "Lycée" will be finally
liquidated, and that you have withdrawn
altogether from the concern. Believe me no
one can regret this more than do, for I have
a firm faith in the multiplicity of good theatre,